

COUNTRY East Germany 25X1 REPORT NO. Approved For Release 2004/02/10 : CIA-RDP80-00810A000600580007-5TOPIC Soviet Railroad Car RequirementsEVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 2 to 12 February 1953DATE OBTAINED 25X1 DATE PREPARED 24 February 1953

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)REMARKS First and eighth shipments were previously reported 25X1

25X1 the following cars were to be made  
 25X1 available between 2 and 12 February 1953:

<u>Date in February</u>	<u>Number of Cars</u>	<u>Receiving Station</u>
2 to 8	82 flatcars	Halle
	51 flatcars	Erfurt
	3 flatcars	Hennigsdorf
	32 flatcars	Neuruppin
	49 flatcars and 11 tank cars	Magdeburg
9	47 flatcars	Rathenow
	41 flatcars	Erfurt
prior to 12	770 flatcars and 15 RRVG-type flatcars	Neuruppin

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 25X1 Comment. about 1,200 empty cars were to be  
 25X1A made available in the Schwerin and Erfurt railroad districts respectively on  
 25X1 and after 9 February 1953. Thus, large troop  
 25X1 movements are to be expected in the above districts. It is believed that the  
 25X1 assembling of cars at Halle and Neuruppin serves the same purpose.  
 25X1 troop trains were to be dispatched from the Lossa troop training  
grounds area on and after 15 February 1953. This indicates that components of  
the 21st Gd. Mecz Div moved to Lossa for winter exercises between 2 and 8  
 25X1A February and returned to their home station on and after 15 February 1953.  
Winter exercises similar to those of the 21st Gds Mecz Div  
are possibly also scheduled for the components of the 12th Gds Tank Div  
stationed in Neuruppin. On 9 February 1953, elements of the 18th How Arty Brig  
(US) of the 6th Arty Div were loaded at the Rathenow railroad station, probably  
on the 47 flatcars which were made available at Rathenow on the same day.

CLASSIFICATION SECRET

COUNTRY [REDACTED]

25X1

REPORT NO.

00580007-5

TOPIC Oranienburg Airfield

EVALUATION [REDACTED] 25X1 PLACE OBTAINED 25X1 [REDACTED]

DATE OF CONTENT 13 December 1952 to 20 January 1953

DATE OBTAINED [REDACTED] 25X1

DATE PREPARED 24 February 1953

REFERENCES [REDACTED] 25X1

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. No concreting work was done at Oranienburg airfield between 13 and 17 December 1952. After the majority of the German labor force was sent on leave, concreting work at the field was resumed on 18 December by 60 Soviet engineers who wore black epaulets. On 5 January, concreting work was again done by German laborers, however, this work had to be suspended on 6 January because of frost. [REDACTED]

[REDACTED] about 400 German construction workers were employed at the field in early January 1953. However, many of them were on leave for the time being because of unfavorable weather conditions. Work was done in one shift.

2. In early January, work on the erection of a barbed-wire fence about 2 meters high continued on the north side of the field toward the west beyond Annahof. Mostly poles for the fence were dug in.

3. On 12 January, the concreting of the long runway was completed. Prior to 20 January, concreting on the northern taxiway had not been resumed. From 8 to 20 January, a ditch 1.5 meters wide and 50 cm deep was dug out along the eastern edge of the runway. The excavations for the ditch were slashed at a point about 500 meters north of the intersection of Birkenallee with the runway and extended as far as the southern end of the runway. The ditch was filled with chippings.

- 25X1 4. [REDACTED] 300 men and 100 women were employed at the field. Hundred men and 50 women were given notice for 28 January. Some of the workers had been employed on clearing work on the southern end of the runway. The progress of construction work at the field was delayed by a shortage of coal.

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CLASSIFICATION SECRET [REDACTED]

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5. In mid-January, concrete slabs and pillars arrived by rail at the field and were stored near the hangars in the northern section of the installation. Work on the construction of the fence continued.

6. The airfield was unguarded between 8 and 20 January. Only a member of the Bauunion who wore civilian clothes was seen at the gate near Wilhelminenhof.

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7. In late 1952, the runway of the field was being lengthened and the concrete layer of the runway reinforced. It was planned to build a number of houses at the field.

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8. On 16 December 1952, 60 air force personnel arrived at the field from Schorfheide airfield. They were employed in a separate group and efforts were made to keep them separate from the workers from the Bauunion Leipzig as much as possible. Work on the hangar was resumed on 2 January, while work at the field was scheduled to be started again on 5 January.

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9. On 15 January, [redacted] all workers at Oranienburg airfield were given notice for 28 January. Since 1 January, the civilian guards at the Weisse Stadt had been in the employ of the Bauunion Leipzig. The discharge of construction workers was explained by the fact that the first construction stage at the airfield was to be completed by 23 January. On 18 January, [redacted] the second construction stage at the airfield was to be executed by the Bauunion in Brandenburg and that this was the reason why the construction workers had been discharged.

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10. In early January, it was found out that the concrete layers laid at the field during the frost period had to be replaced because they were defective. The new concrete was applied in a warm state and kept warm for some time by special heating arrangements and covered with reed mats. On 17 January, the fence of the western border of the field from the entrance on Richthofen Strasse as far as the exit gate near Leegeburch was nearing completion.

11. No coal was issued for the workshops in the hangar of the field. Coal was in such a short supply that it was not even available for the two locomotives employed at the installation. About early January, sign boards were set up in the Weisse Stadt restricted area. They were enlettered "Off limits to unauthorized persons".

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12. In early January, no concreting work was observed at the field. An excavator operated by Soviet soldiers removed the layer of humus and sand at the southern end of the runway. Otherwise there was no construction work seen prior to 15 January. Work on the construction of the wire fence on the northern boundary of the field continued. In the extension of the runway, the fence turned toward the south. In the first half of January, the field was guarded by Soviet soldiers.

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13. On 11 January, three flatcars loaded with pipes and structural iron were being unloaded at the field.

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Comment. Construction work at Oranienburg airfield was delayed by frost and a shortage of coal. Concreting work on the north-south runway which has a length of 2,560 meters was completed six weeks behind schedule. The relieve of the Baununion Leipzig by the Baununion Brandenburg may be necessitated by the reconstruction of the Junkers aircraft plant in Dessau by the former firm.

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